



"These men are earnest. They realize this is to help them earn a living. At Service School, they tell us a lot of things they won't write a letter about."

The small blackboard read, "Voltage-Pressure. Ampere-rate of flow. Ohm-resistance to flow."

From bay number 2, Dave Glaessner spoke to an intent group, "Disassemble the rocker box. Note where the spring is . . . now, during the course of this instruction, if you run across any related problems, bring them up." In the first bay, Dick Marshall was giving an equally intent group the "word" on generators as the units were being disassembled, "Now we recommend replacing these generator brushes if they're less than a half inch long or badly chipped." In bay number three, Louie Sauer showed his group the workings of the Tillotson carburetor.

This was the scene near Dept. 43 at the Harley-Davidson Motor Co.'s main plant, on Juneau Avenue in Milwaukee, Wisconsin. Similar scenes have taken place, since 1916, at Harley-Davidson.

Forrest P. "Bud" Stivers, National Service Manager, listed the history and tradition of the school as well as the many years of experience of the instructors as principal "plus" factors; "The present grouping of instructors and students to benches and work areas has developed over the years after many different systems were tried. We believe the present system gives the student the best opportunity for personal help and close contact with the instructor. The object of this school is to teach service — not sales, not advertising — we place all our emphasis on service."

Besides being devoted strictly to service, the two week school has the advantage of

(Harley-Davidson customers often write us to proclaim their gratitude for the expert service their motorcycles receive. The following is one explanation of how this is achieved — Ed.)

HARLEY-DAVIDSON SERVICE SCHOOL TRADITION OF QUALITY

being located at the factory. This enables mechanics to work directly with the people in the Service Department, some of whom they will be dealing with when they are back at their agencies.

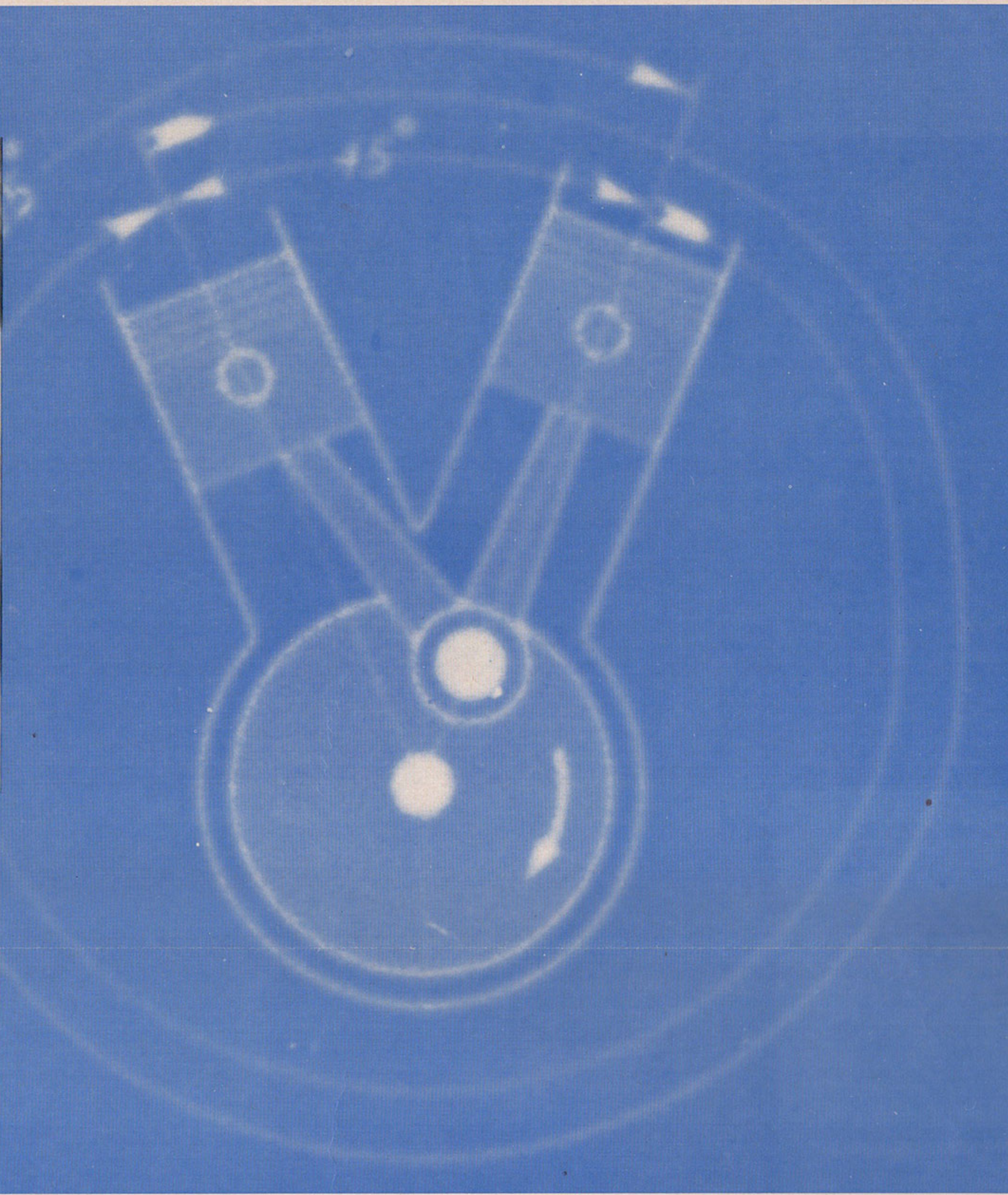
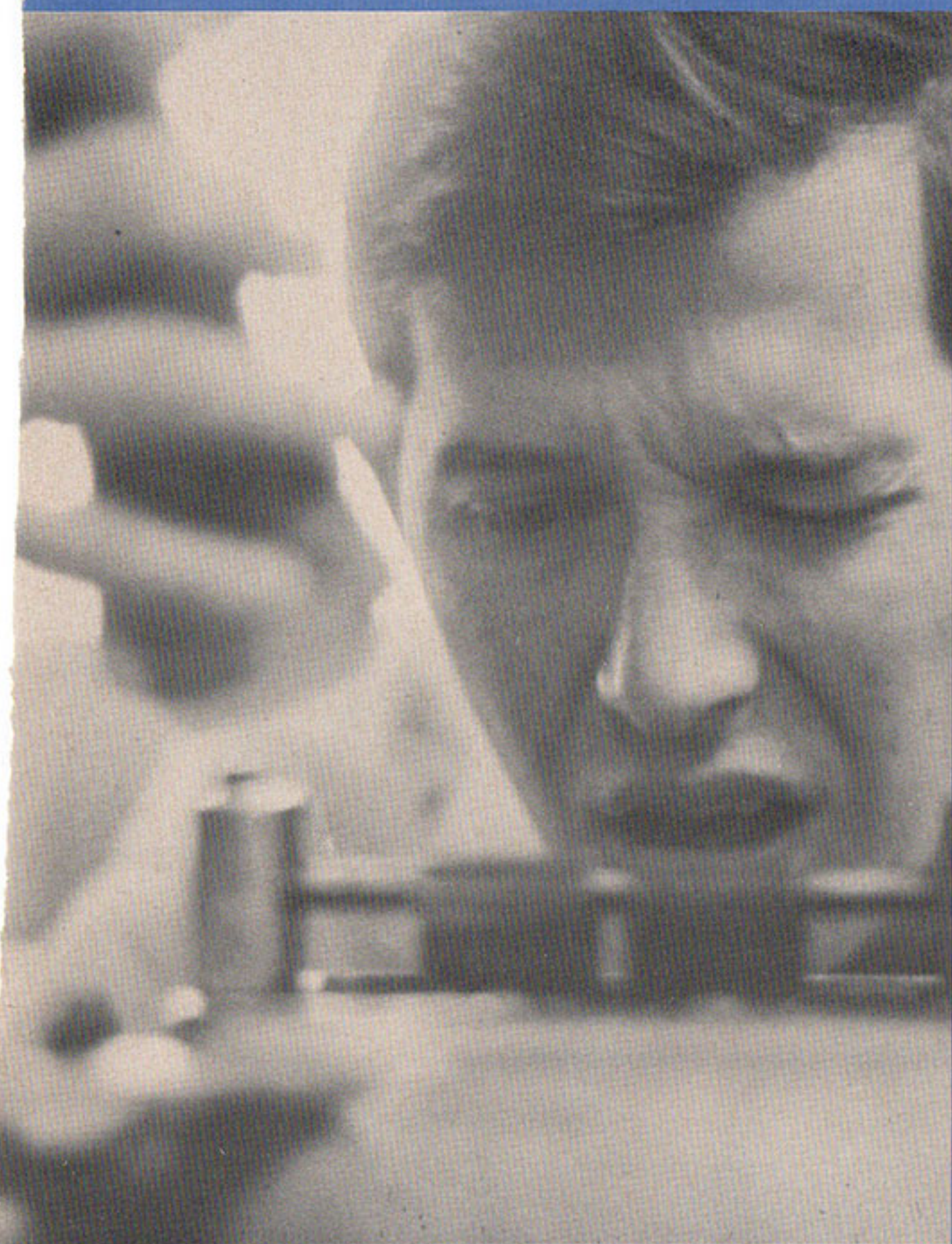
Bud's chief assistant in the school is John Nowak, who has been with Harley-Davidson since 1936. John has been a Service School instructor since 1941, when he taught fifty army students per class, and now he is chief instructor.

Other instructors include Guy Schenk, who has been connected with service for over 10 years; Louie Sauer, who has been at Harley-Davidson for 20 years; Dick Marshall, who has been an instructor for six years, and a Harley-Davidson dealer for seven years before that; Sid Soiney, a 25 year man at Harley-Davidson; and Dave Glaessner, who has been in related service fields for seven years and has just finished his first stint as an instructor in the school.

Each year the factory accepts 24 students for each of four classes. They work in three different bays, with two students to a bench, four benches to a bay, and stay with each specific subject for a day. Films are an added feature and cover such subjects as micrometers and hydraulic lifters. Guest lecturers augment the program.

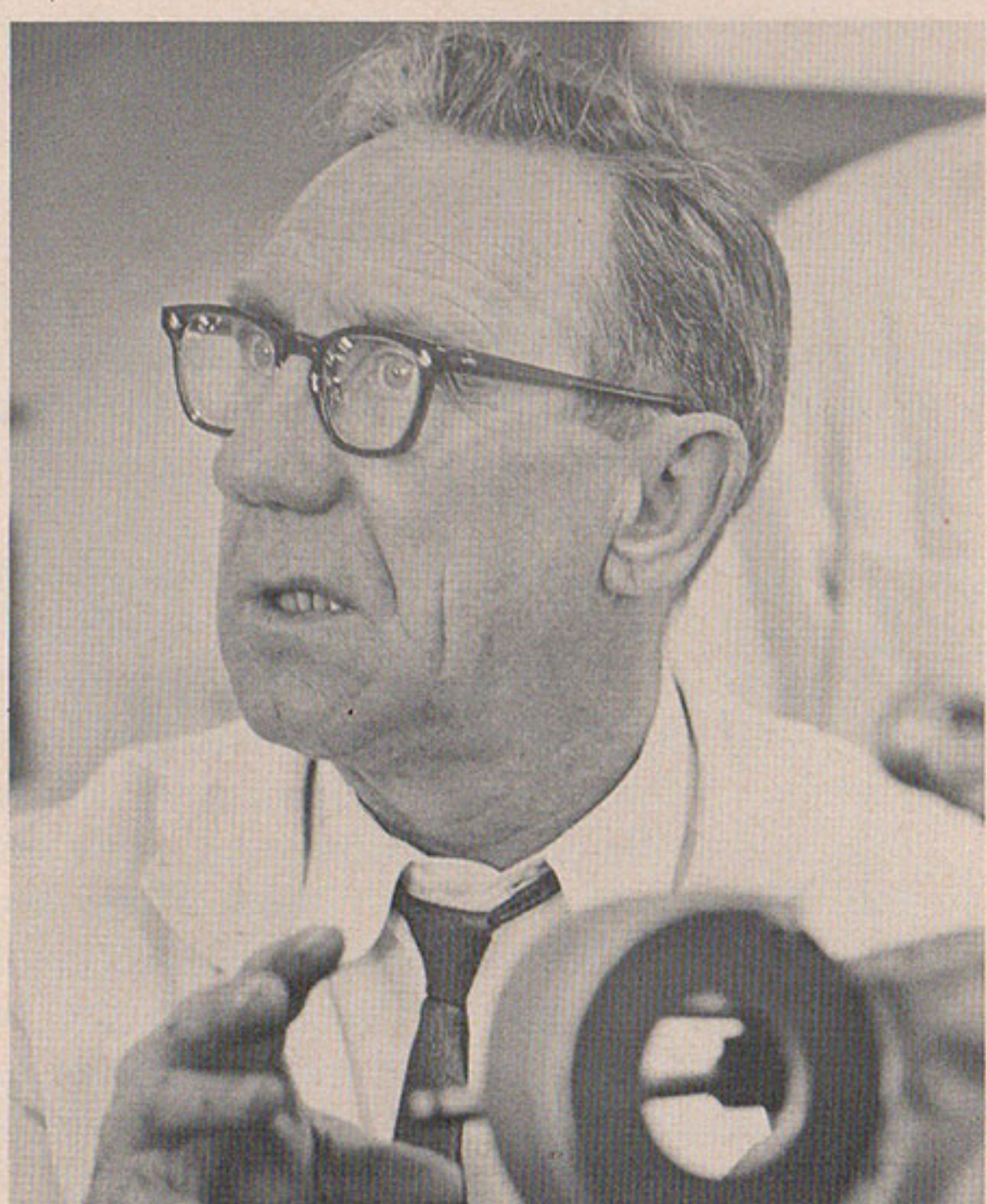
The instructor guides the mechanics in disassembly of the engine or component, and repair and reassembly. All Harley-Davidson models are covered in this manner.

The Company pays for each man's hotel accommodations, tuition, and lunches. Every man who comes to the school must be a

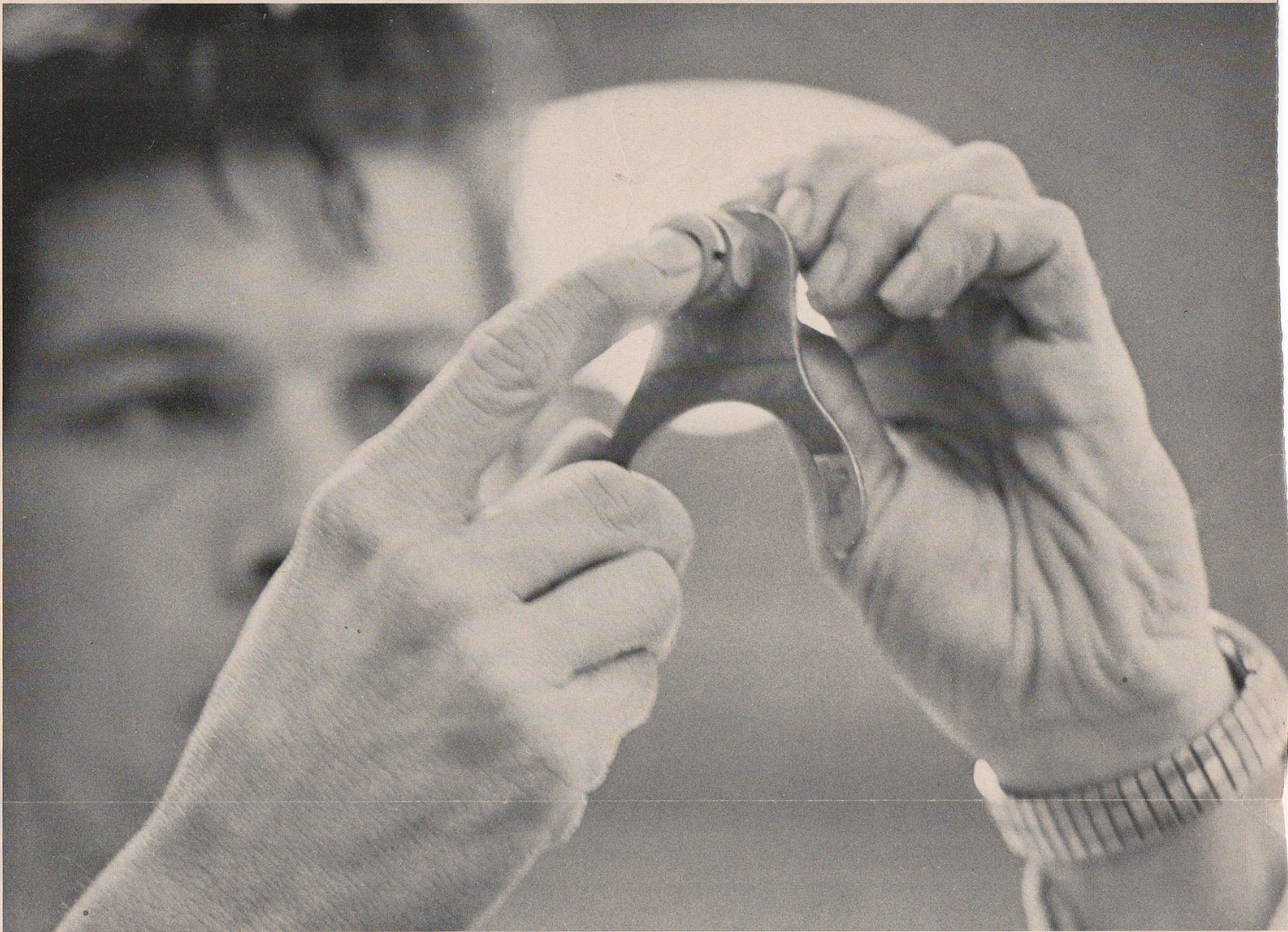


qualified mechanic, sponsored by a dealer, and OK'd by the District Manager before the Company will consider the application. The students are either dealers, dealers' mechanics, or police or government mechanics who work on Harley-Davidsons. Recent years have seen students come from Canada, Indonesia, Liberia, Guyana and Puerto Rico. The Service Department and the factory benefit from the school as much as the mechanics do. Dave Glaessner, glancing at the numerous notes he had gathered in preparation for his sessions on generators, regulators, starters, said, "This is a learning procedure for instructors, also. We get a lot of valuable feedback and suggestions on items to cover in future service bulletins. It's rewarding, too. You get a good feeling in conveying efficient methods of service to these men. A good mechanic can repair almost anything, but we teach him the best

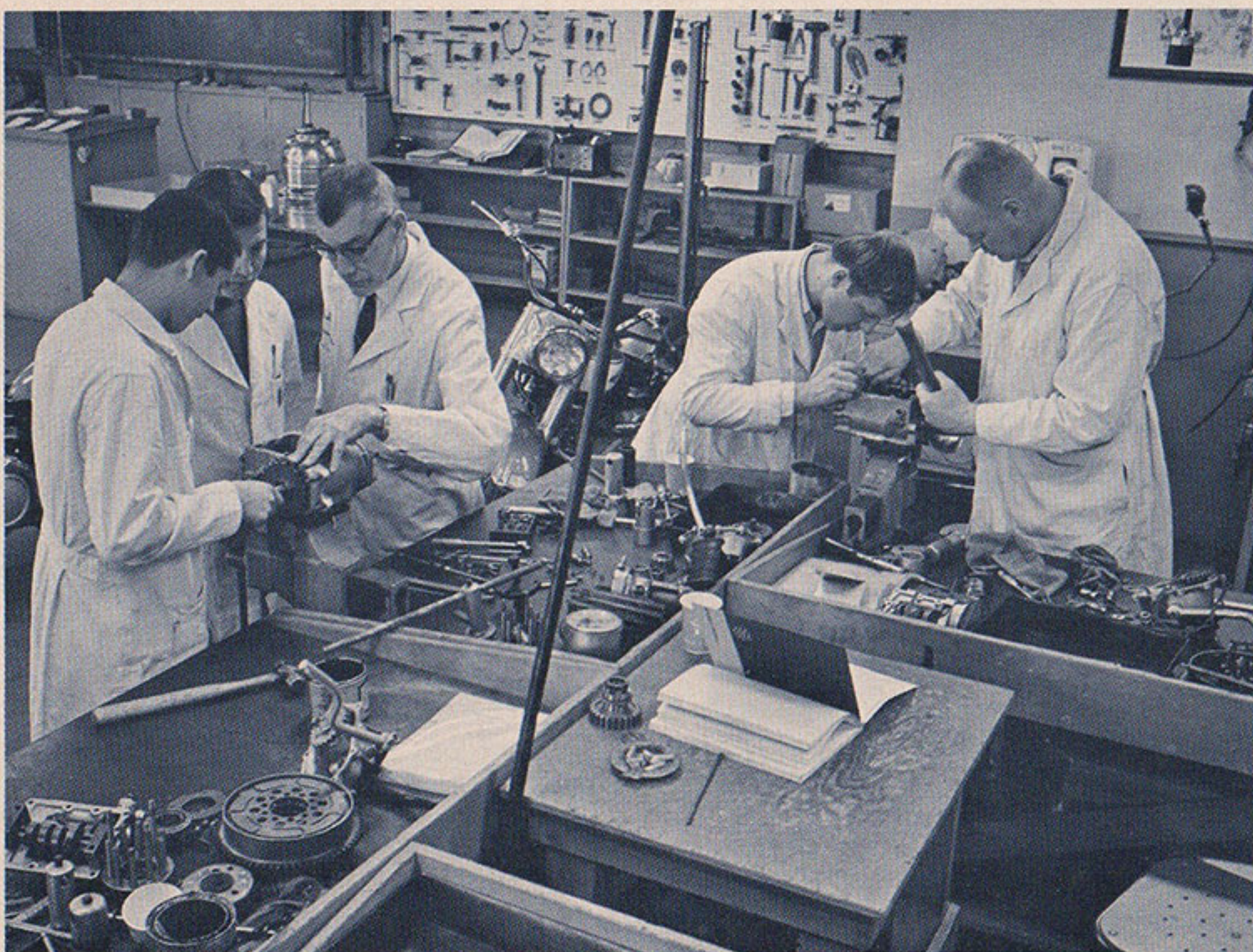
and fastest way to accomplish this end." This is not a theoretical course. The mechanics have tools starting from the first hour of instruction. The Company takes the Service School very seriously. When each class has finished its two week session, a banquet is held for the instructors and students. The officers of the Company attend these banquets religiously, and congratulate each student personally. The president, Wm. H. Davidson, personally signs and gives each student a certificate of completion. Up-dating and supplemental training is provided through factory field service technicians, conducting clinics throughout the nation during the course of the year. The factory uses the school and the hard-hitting, trouble-shooting, field service clinics as just two ways to stay on top in the field of motorcycle servicing.



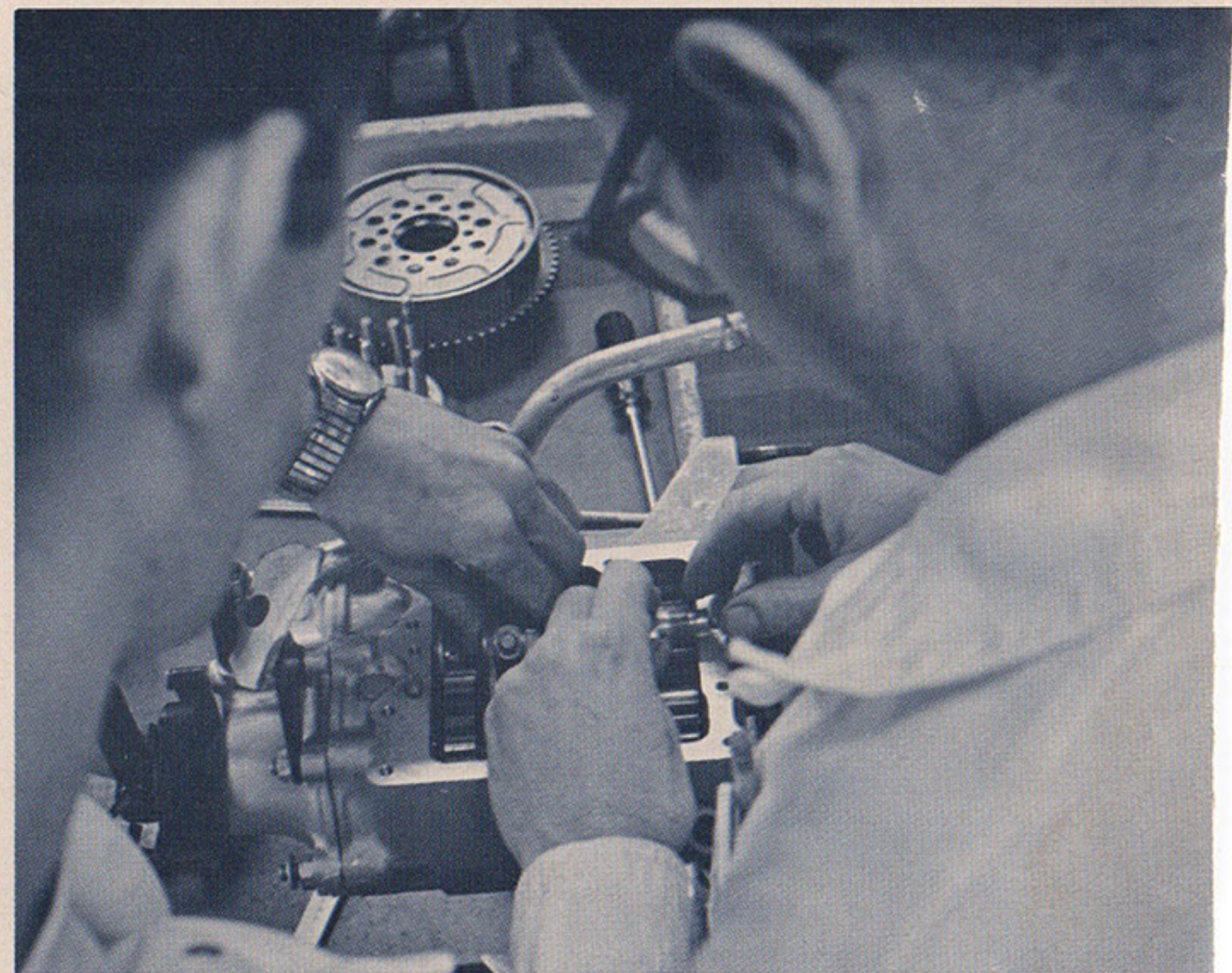
John Nowak — "Mr. Service School." "These classes do all phases of tearing down and repairing. It's all practical and knowledge that can be applied the minute they get back to the shop."



These men have to know the basics before they come here. The service school class consists of men like Wendell Daar, an experienced and skilled mechanic. Daar was impressed especially with the electrical part of the course and with the smooth scheduling of the different phases of the course.



Sid Soiney (wearing glasses) puts his students through their trouble shooting paces on a Big Twin engine transmission. In the back is a peg board with every tool laid out clearly for each machine.



"This school and the field clinics we hold make our dealers the most knowledgeable in the business."

MOTORCYCLE MAIL MEN

Since 1885, when the first successful motorcycle was demonstrated by Gottlieb Daimler in Kannstatt, Germany — a year before his automobile rolled — over 4400 “motorcycle” stamps have carried the world’s mail. They picture rallies and races, mail delivery and courier work, military use and just plain pleasure cycling.

The first central government postage stamp was issued by Great Britain in 1840. The mail monopoly system replaced a hodge-podge of private carriers, local posts, undependable dispatch riders. It also introduced the “penny post” which brought letter writing within the scope of everyone; and did more to advance communication and knowledge than any development since the printing press.

Other countries soon realized the advantages of centralized mail control, and installed their own postal systems; the United States in 1847. The mails still moved by horseback, slow boat and new-fangled trains, but rates and delivery schedules were greatly stabilized.

As world literacy grew, mail volume increased rapidly. New and improved transportation methods cut delivery time. Motorcycles, which didn’t become even slightly popular until the late 1890’s, were finally recognized as an economical, speedy method of mail delivery. In Europe they were employed in large numbers by practically every country.

When WWI plunged the world into chaos, motorcycles — many with side cars — became an integral part of field armies. Dispatch riders on two wheels replaced four-footed horsepower and two-legged runners of previous struggles.

Between great Wars, postage stamp publicity was refined and extended. New printing methods allowed beautifully engraved adhesives to be printed in two, three or more colors. Inventions and achievements in science, medicine, engineering tumbled over one another in being recognized. Aircraft, ships, explorations decorated the mail. And with World War II, the motorcycle began coming into its own; both ruggedly real in the field, and often-ideally pictured on postage stamps.

This wide familiarization during grim war years bloomed into a sports revival after WWII, and a popularity that shows no signs of waning. Motorcycle sports meets, rallies, road tests lead the action, and these international events lend themselves ideally to postal promotion.

The Czechs are among the most pro-motorcycle people in Europe, and within Iron Curtain limits hold more local rallies and races than any other Central European country. A 1957 commemorative marked the 32nd International Motorcycle Race with a fine racing engraving. In 1963 an entire sports series of stamps appeared, with motorcycle competition leading the hurdlers, skiers and tennis players also represented.

Hungary included a highway motorcycle traveler in a 1955 stamp set depicting main transportation methods. Yugoslavia has issued several excellent motorcycle portraits, honoring various national and international racing events. Poland holds competitions frequently as her government regulations permit; a 1955 International Race in the Tatra Mountains was postally noted.

Many motorcycle stamps are concerned with mail, particularly Special Delivery. Mexico issued one of the first, in 1919, and her issues since have consistently pictured progressively advancing two-wheel and side car models. Somali, several of the Central and South American nations, Monaco and Bulgaria, among many countries, have used motorcycle designs on Special Delivery stamp issues.

Our ten cent Special Delivery stamp first issued in 1922 offers a fine side-view portrait of a parked motorcycle, with a messenger handing the fast-mail envelope to a householder.

The U. S. has never issued a special, or commemorative “motorcycle” stamp, although there is plenty of precedent in other countries. Baseball, basketball, tumbling have been honored but to date, America’s booming two-wheel sport has been bypassed.

United States commemorative stamps are issued in tremendous quantity, usually a minimum of 110 million copies. President Eisenhower established a “Postmaster General’s Advisory Committee” to deal with the thousands of special-stamp suggestions received each year. This group of outstanding artists, engravers, and information specialists screen the flood for the fifteen or so subjects annually honored with a special stamp.

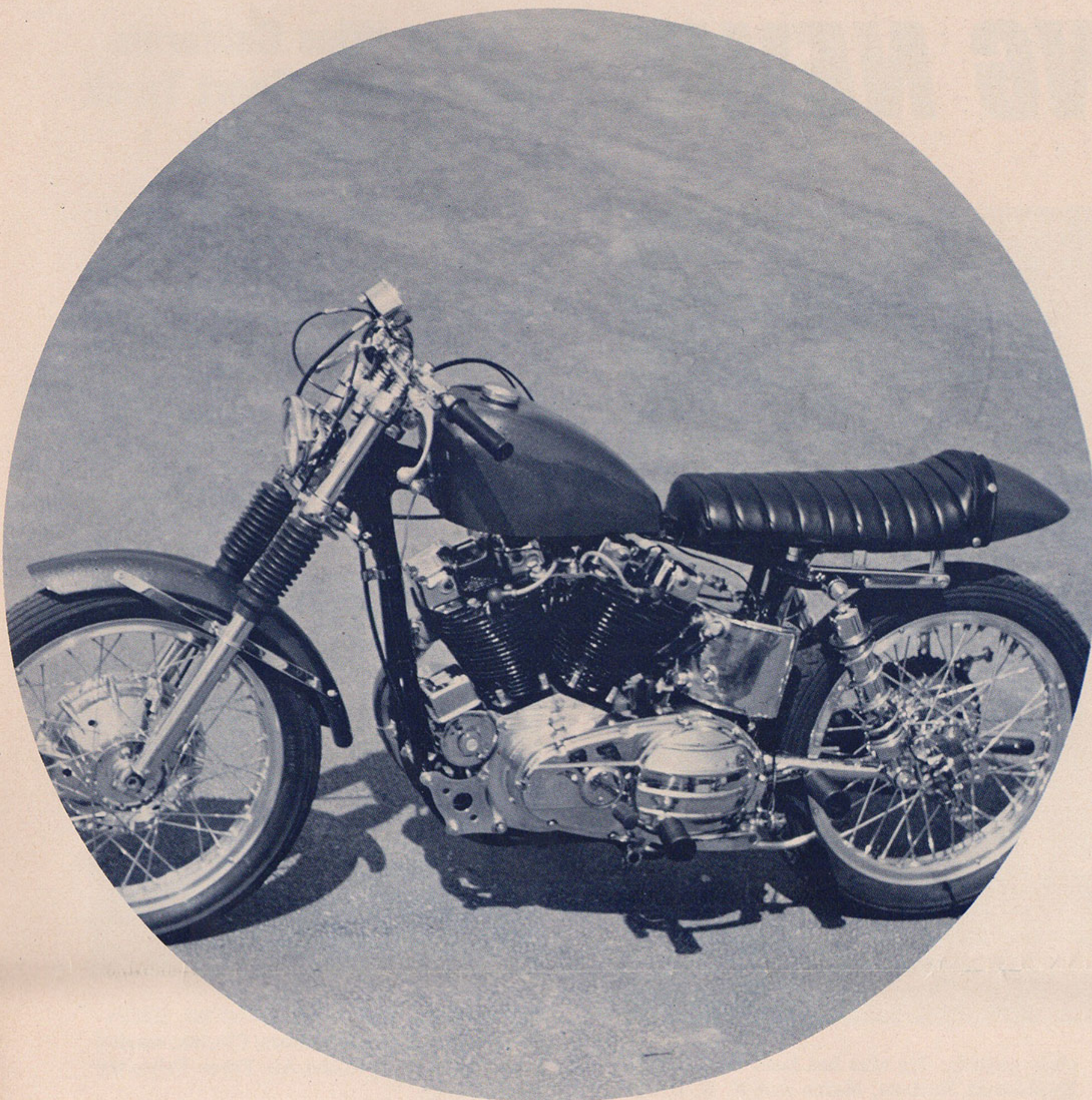
The general criteria for this publicity bonanza is that the subject be of national interest, non-commercial, and generally all around worth. State centennials, birthdates of famous Americans, purposes such as wildlife and resources conservation are most frequently used. But what a stamp series could be designed around the Daytona runs and the National TT’s at Laconia and Peoria.

“Motorcycle” stamps, most of them, are inexpensive. They can be purchased from any of thousands of stamp dealers at prices from a few cents to a few dollars each. Mounted on a plaque they make interesting decoration for office wall or Club headquarters; or as underlay for a glass-topped living room coffee table.

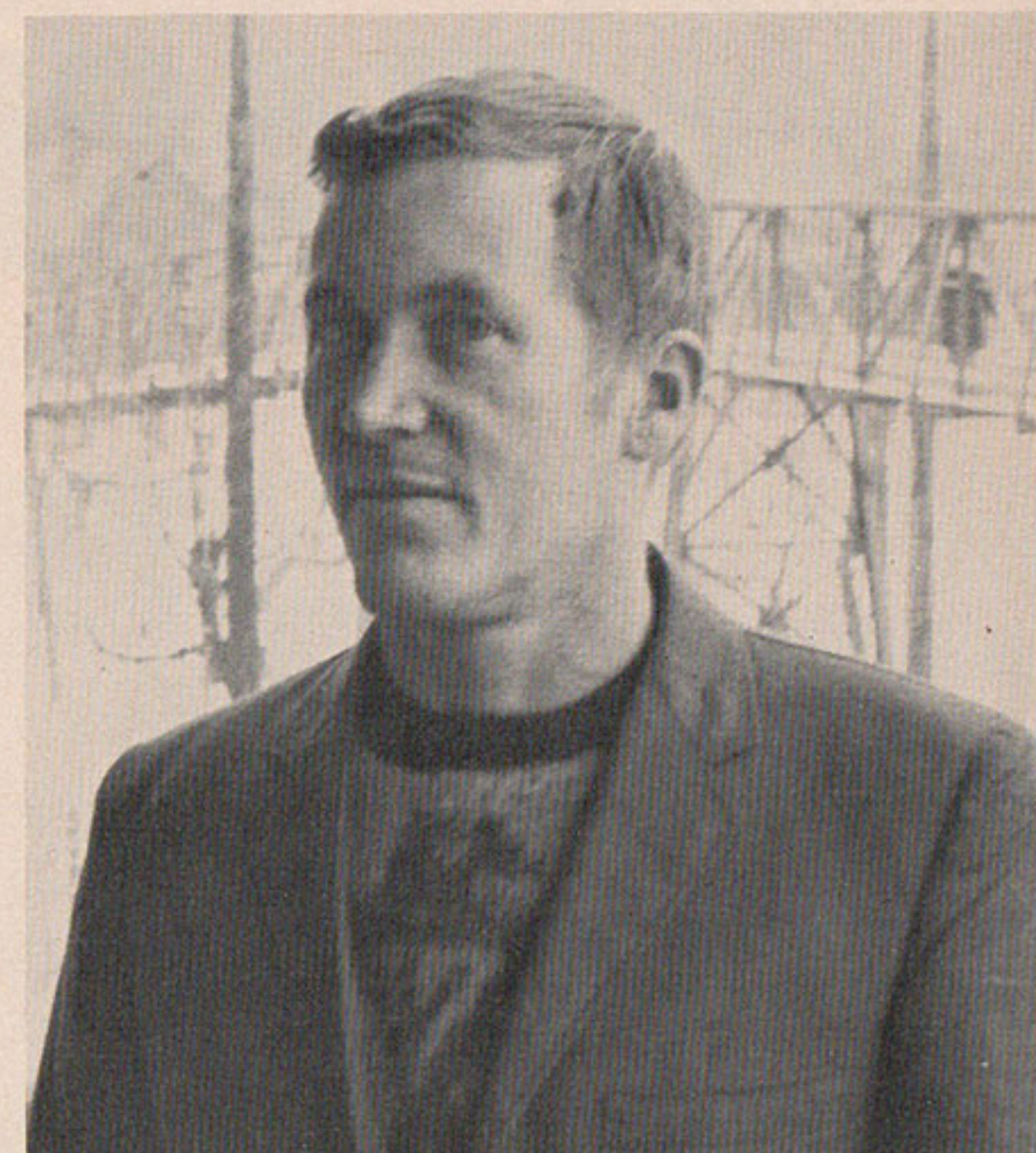
There are “rumbles” that Great Britain, most conservative of stamp issuing countries, may postally commemorate the Isle of Man Mountain Course; and that the Netherlands may do the same for its Tourist Trophy event in June.

Meanwhile, the motorcycles roll on; carrying the mail by land, sea and air to every part of the world.





This super hot Sportster is owned by Warner W. Riley, a graduate M.E. working for Honeywell. He worked 5 years on it and uses it to tear up the U.S. 30 dragstrip.



Visitors Come A'CALLIN'

Cedar Rapids' most rapid citizen, Leo Payne, visited the Juneau Avenue plant recently. While Leo undoubtedly can beat everything in sight with his super hot Sportster, he says it's not the easiest way to make a living. He devotes full time now to racing, and even though he's sure of winning, he claims that it's not as profitable as one might think.

Leo's "local" track is 130 miles away from his home. Every Saturday night during the racing season, Leo races the 1/8 Mile for the \$35.00 first place prize money.

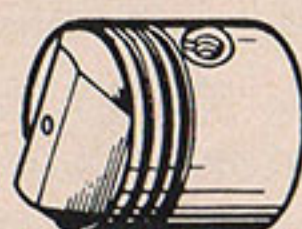
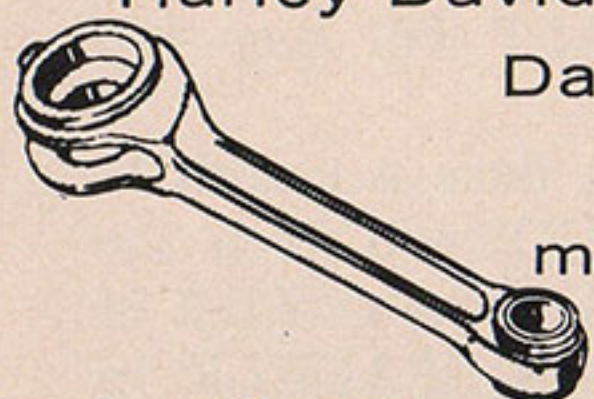
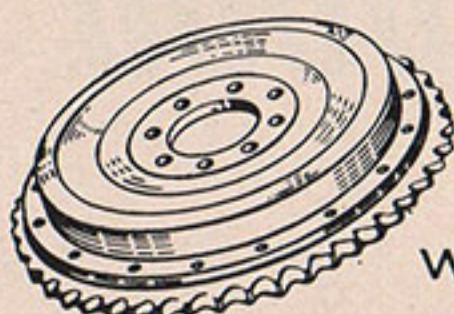
Leo admits that he gets money from promoters to come to their tracks in California, but says it's a token fee or "tow money" which never amounts to much considering his expenses.

In 1966, he said he had five direct confrontations with the highly touted twin engined foreign dragster of Murray and Cook and beat them five times.

Leo is a bachelor of slight build, 5'6" and 145 pounds, quiet and determined. His determination should push his Harley-Davidson Sportster to new speed records this year. After all, he's got to earn a living.

QUALITY ASSURED WITH GENUINE HARLEY-DAVIDSON PARTS

Don't take a chance with your Harley-Davidson. Insist on genuine Harley-Davidson parts. They are exact replicas of the original part — made specifically for your machine with quality craftsmanship, of the finest materials available. When you buy Harley-Davidson genuine parts, you buy the finest. Protect your investment!



RELAX

You can stop your payment worries with a
NEW INSURED PAYMENT PLAN

TWO-WAY PAYMENT PROTECTION

- If you become ill or are injured in any way—on or off your motorcycle—and are unable to work, the KFC INSURED PAYMENT PLAN will pay your monthly motorcycle installments until you are able to return to your job. There is no need to lose your motorcycle to bad luck.

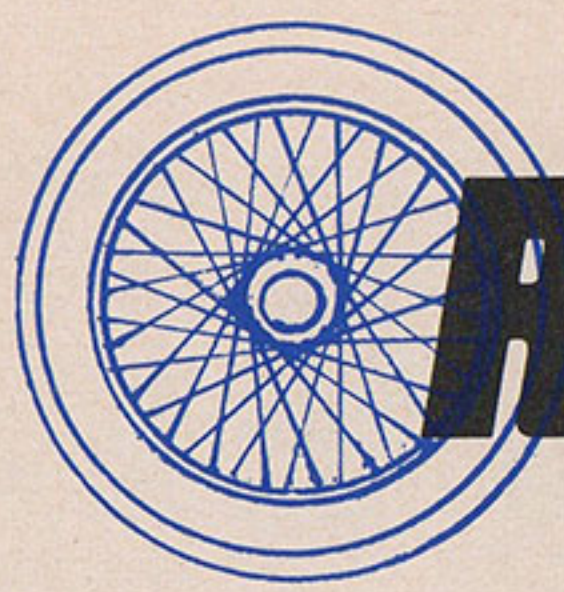
- And if you die, the balance of your Kilbourn Finance loan is automatically paid off. Put away the worry that your family may be saddled with unexpected bills.

- KFC's INSURED PAYMENT PLAN . . . another rider service made available to you through your Harley-Davidson dealer.

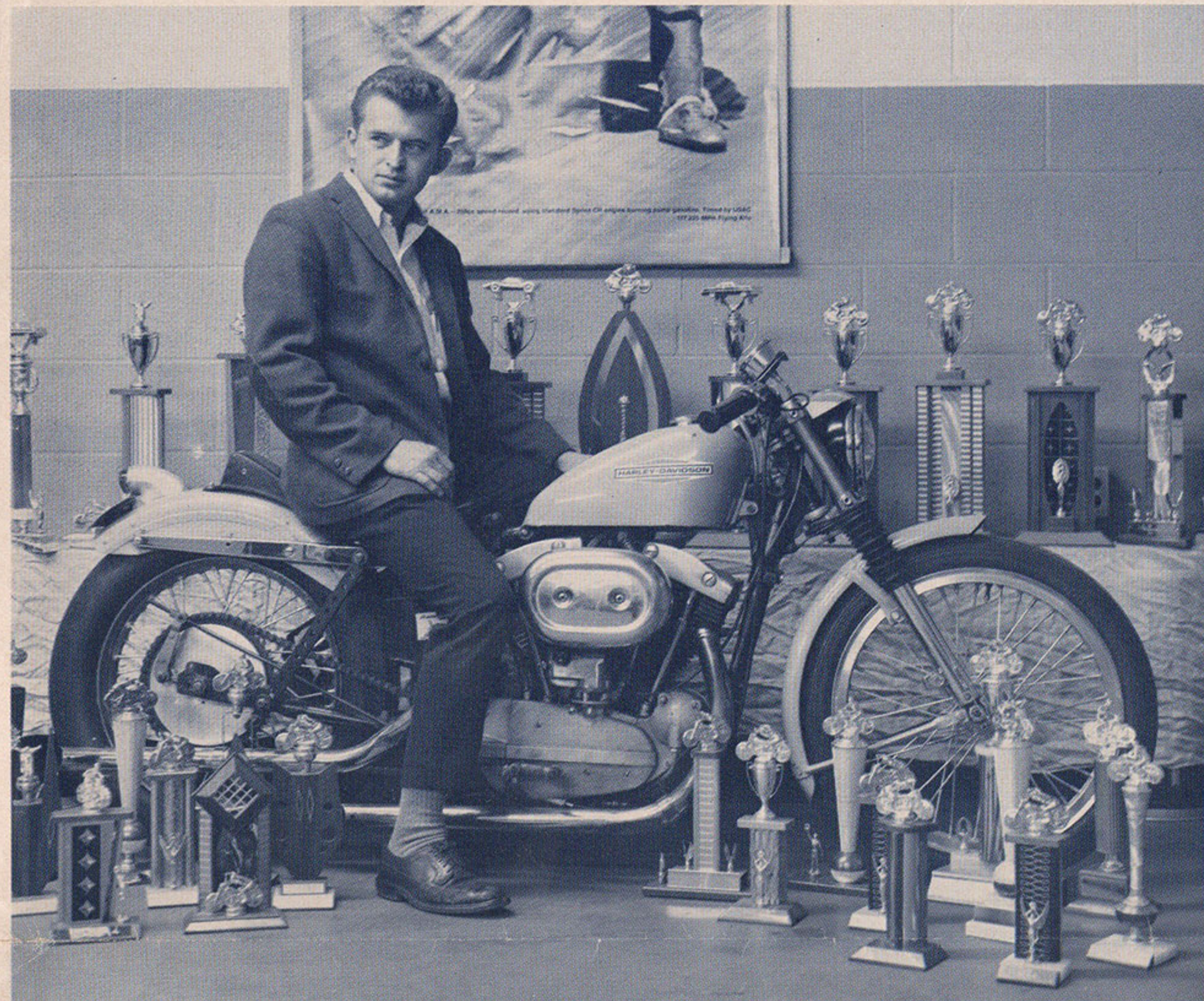


KILBOURN FINANCE CORPORATION

For further details see your Harley-Davidson dealer.



RACING NEWS



Ray Starrett, a Quality Control Manager from Manchester, New Hampshire, with his Harley-Davidson XLCH wound up the 8th mile drag season at Bryar Motorsport Park (BMP) in Loudon, New Hampshire, eliminating everything that staged up against him, including top eliminator cars.

He and his power-bred orange and black CH were a star attraction at the Saturday night drags at BMP.

This being Ray's first year at drag racing makes one doubt "beginner's luck," as his efforts netted him 30 top eliminator and

class awards. He also has been seen taking trophies at Sanford, Maine and N. E. Dragway, a new Quarter Mile strip in Epping, New Hampshire.

He states, the old saying, "You get what you pay for" and if you are paying for dependability and the most accelerating experience of your life, buy the best value on two wheels — a Harley-Davidson.

The machine hails out of Concord Motorcycle Shop, a Harley-Davidson dealer in the New Hampshire capital city, Concord, and is built and tuned by Bob Labrie.

Sprint Wins California State Indoor Short Track Championship

On Saturday night, February 4, 1967, the California State Indoor Short Track Championship race meet was held at the Long Beach Arena. This event was the last of this series of short track events and was won by Harley-Davidson Sprint rider, National No. 2, Dick Mann, from San Francisco, Calif. Third was the other San Francisco rider, also on a Sprint, National No. 18, Mert Lawwill.

Both of these Sprints ridden by Mann and Lawwill are owned and sponsored by San Francisco Harley-Davidson dealer Dud Perkins, Sr. The indoor events at Long Beach have been promoted by Trojan Enterprises.



Emory Roan, who rides out of the Harley-Davidson shop in Fort Myers, Florida, started a four year term in the Air Force February 15 this year.

Emory started riding in 1961 on a Harley-Davidson Super 10. With that machine he got second place on a 400 mile endurance run July 3 and 4 of the same year.

He won his latest trophy road racing his 1964 XLCH at Dade City, Florida in December of 1966.

Emory holds his first trophy in his left hand and his latest in his right. Between those two are 132 more, some of which are pictured in the background.

reading the **ENTHUSIAST** is good for you

- ☐ Send me the Enthusiast free. I now ride a Harley-Davidson motorcycle. My engine number is
- ☐ I do not ride a Harley-Davidson but I would like to receive the ENTHUSIAST every month. I enclose one dollar for 1 year.

NAME

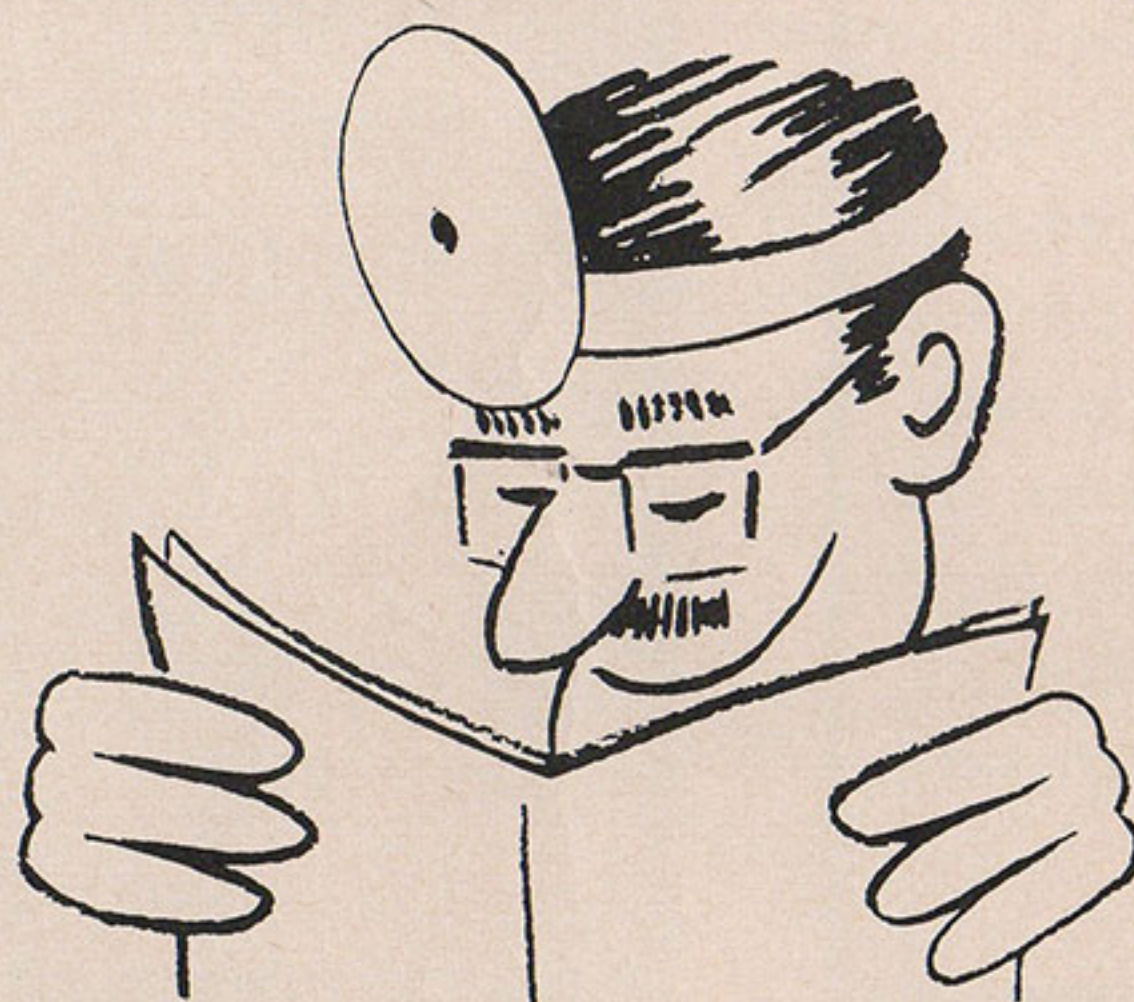
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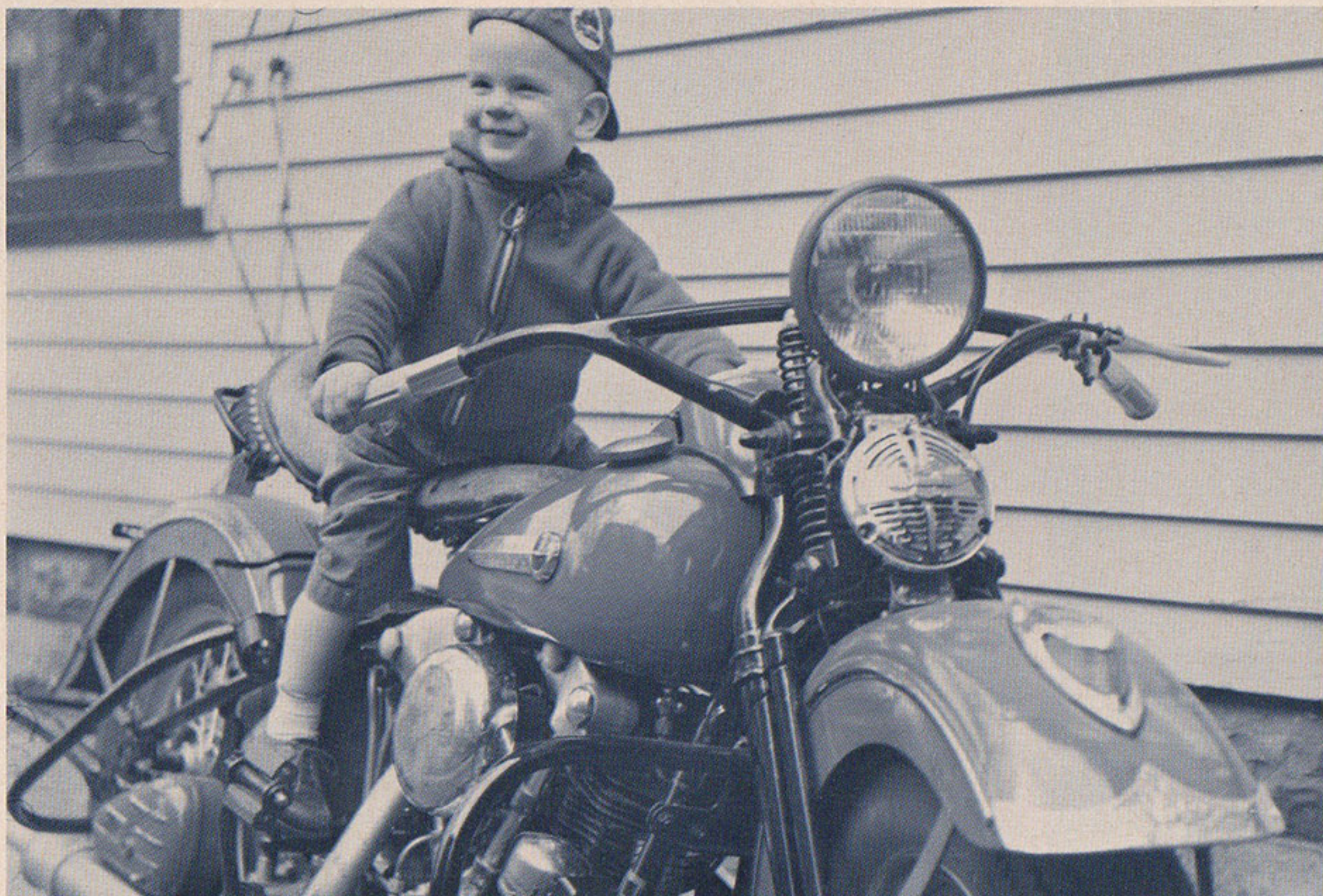
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Box 653
Milwaukee, Wisconsin 53203
Attn.: Desk E-3



When you're not riding, you should be reading, and The ENTHUSIAST is the magazine to read. The ENTHUSIAST will keep you in top shape.

Dashing to the mailbox once a month to pick up The ENTHUSIAST will keep the COLOR in your cheeks. And the COLOR in the magazine will keep the SPARKLE in your eyes. And the SPARKLE in the travel stories will bring EXCITEMENT to your mind. And the EXCITEMENT of the racing stories will send the adrenalin coursing through your system.

Subscribe to The ENTHUSIAST today. It's the least you can do for physical fitness.



Dear Editor:

Enclosed is a snapshot of our son Eddie, age 2, on his dad's 61" OHV.

Having ridden for over 20 years, beginning with a 1927 HD in 1946, I have owned about a dozen different Harley-Davidsons plus two or three of other makes. I recently became interested in collecting and restoring antique motorcycles and would like to correspond with any other readers who have this hobby. I have already started a small collection, which in-

cludes a 1917 Harley-Davidson.

Incidentally, the 1947 Harley-Davidson in the picture was completely restored by myself to "like new" condition, which required over a year of spare time work. The results and satisfaction are well worth the time and effort.

Sincerely,

C. F. Darling
16 Union Street
Sodus, New York 14551



Dear Editor:

I ride with my husband in summer and have always liked Harley-Davidsons. I hope you keep on making them for other people like us. We have had no trouble with ours. I have received your ENTHUSIAST often from my brother-in-law. He also owns a Harley-Davidson. I thought it would be nice to have "ours" instead of "Stanley's" or "Charlie's". My husband likes to read your magazine as much as I do.

Enclosed is a picture of our Big Twin.

Sincerely,

Mrs. Wayne Sawvell
Oconomowoc, Wis.



Dear Editor:

Enclosed find a snapshot of Leo Corcoran from Cincinnati, with his daughter's M-50. Leo has a new 1967 74, and has owned many Harley-Davidsons. He is an avid deer hunter and this photo was taken in Silt, Colorado, where he journeys each year. They took the M-50 along in a truck this year, and from this photo showing two deer you can tell Leo is also a good shot besides being a confirmed Harley-Davidson Enthusiast.

Sincerely,

Ray Konkler
Cincinnati, Ohio



Dear Editor:

After reading the November issue of The ENTHUSIAST and enjoying the write-up of the Harley-Davidson sports models, I am enclosing a picture of 10 month old Tiffany on my 1966 M-50. The caption under one picture on Page 3 of the November issue read, "Know someone who's not yet ready for a bigger motorcycle?" That's certainly appropriate in this case! We both enjoy the cycle that's just our size — the Harley-Davidson sports model!

Sincerely,

Nina Vernon
Vienna, Virginia



The Motorcycle Escort Service, Inc. of Indianapolis, Ind. performs service for funerals, weddings, VIP Traffic Control and Security Service.

They now employ 50 officers for this type of service. They have orders in for four additional motorcycles at Harley-Davidson Motor Co. to increase this fleet. Further expansion is expected in the very near future.

The officers are from left to right: Team Commander and owner Russell L. Engle; Sgt. John Esslinger; Team Capt. Jess Furnish; Dick Hallock; Bill Bee; Dick Day; Richard Pardue; Ivan Clark; Norman Zeigler; Robert Martz; and Sam Allen.

Mr. Engle is also a police officer for the city of Indianapolis and is Commander of the City of Indianapolis Motorcycle Drill Team.

ENTHUSIAST

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Editor:-----Joel Habush
(Registered U.S. Patent Office)
Litho in USA

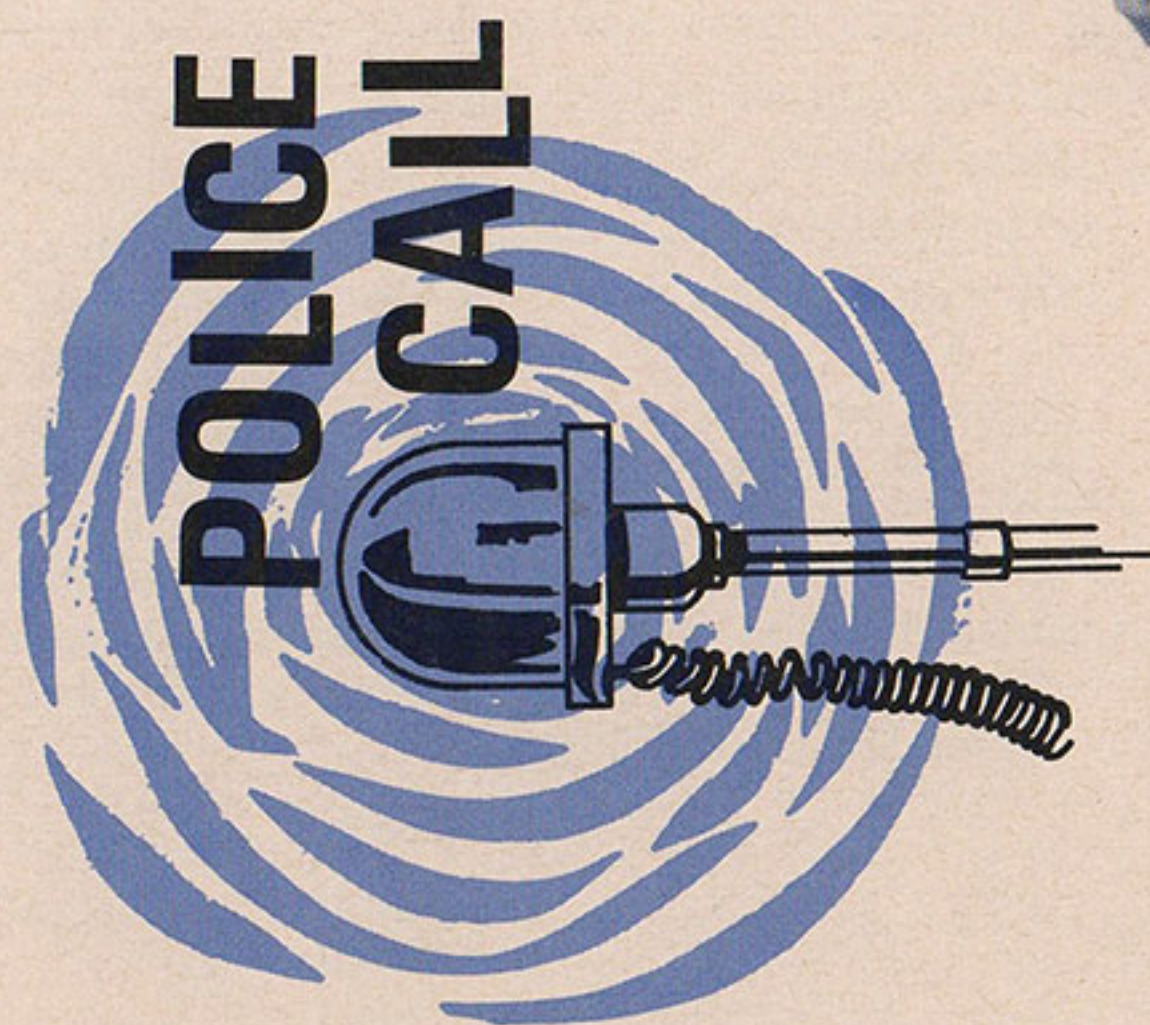
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The one-man police department of Haileyville, Oklahoma, uses two vehicles to keep the peace. Town policeman, Arlie Freeman, plans to use his white Harley-Davidson when conditions do not permit use of the squad car.

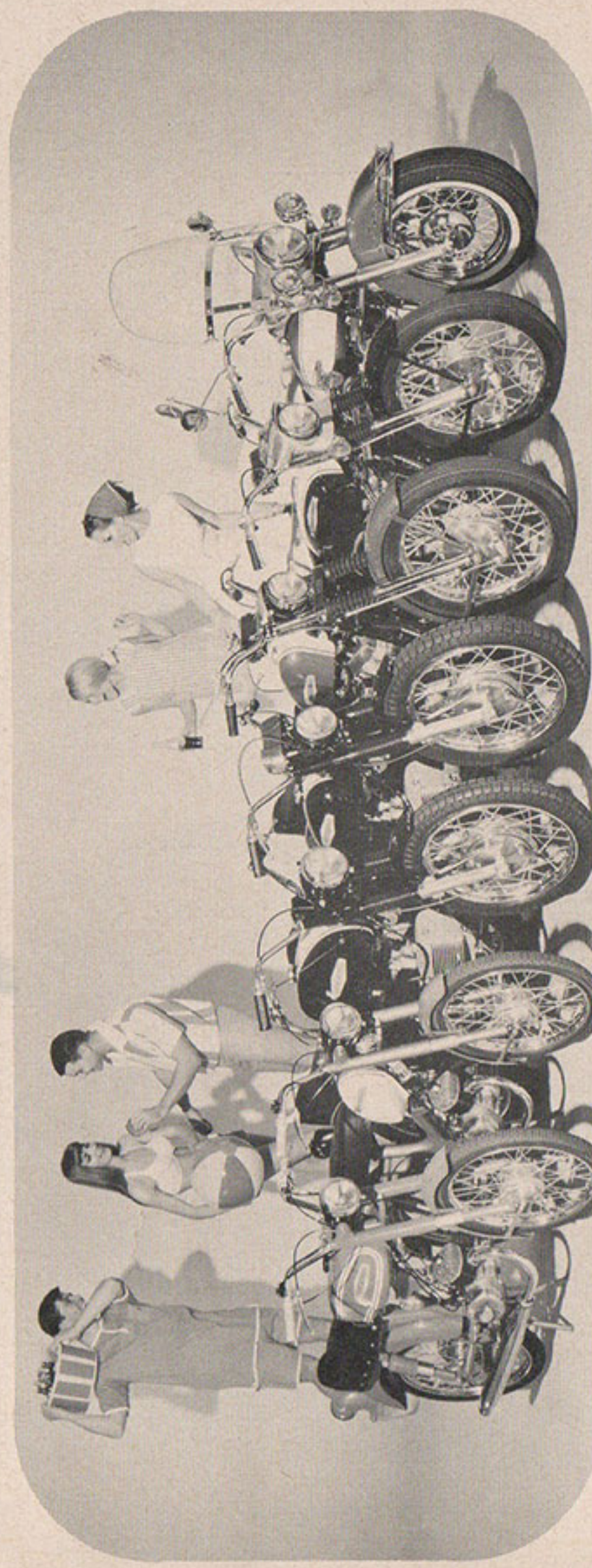


THE MOTORCYCLE ENTHUSIAST

IN ACTION

MARCH • 1967

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FUN LINE FOR '67

